

September 26, 1983, p. 2

These are the copies
that were pasted down
and sent to the printer.

ESTABROOK FAMILY. Since the publication of the article "Estabrook family traces roots in Carbondale to Civil War days" in the NEWS (June 15, 1983, page 1), several members of the Estabrook family have not only made available new information about the early history of the Estabrook family, but also have made revisions to the information presented in that article. Just for the record, therefore, we will record that information here.

The second paragraph from the end of that article should read as follows: "In that same G.A.R. record book, we learned that Charles Hubbard Estabrook (father of Charles Vivian Estabrook, who was born on November 6, 1869) was born in Demmerston,

Vermont, on November 9, 1834, and that he resided in Carbondale, where he was a marble dealer. On February 13, 1864, he entrusted his business to his son, Elwin Hubbard Estabrook, and entered into the service of the nation as a private in Company B, Sixth New York Heavy Artillery. He served with distinction and was wounded twice. At the conclusion of the Civil War, after 16 months of service, he was discharged, on June 26, 1865, with the rank of captain. Following his discharge, he and Elwin continued in the marble business until the death of Charles Hubbard Estabrook. On April 11, 1888, Charles Hubbard Estabrook was mustered into G.A.R. Post No. 187, by transfer from Myron Point Post No. 512. He died on November 22, 1889, and was buried in Jackson, PA. His wife, Adeline Morse Estabrook, died on August 22, 1920."

The wagon shown in the photograph that accompanies the Estabrook article in question is a Fourth of July parade float. Also, the house seen over the wagon box, we learned from Cy Grosvenor, is "the house at the corner of Williams and Dickson, long the home of the Carl Halkyer family. Mrs. Amy Monahan is Carl's daughter." Mr. Grosvenor told us, in addition, that Gravity Railroad Plate No. 1 (seen in the background in the photograph in question) is not present-day Dickson Avenue. Rather, "what was Plate No. 1 is now the back yards of the homes on the south side of Canaan Street."

The photograph of a tombstone marking the graves of various members of the E. H. and C. Castle family (referred to in column 2 of the

Estabrook article in question) is located, I learned on a recent walk, in Maplewood Cemetery, Carbondale, wherein there are, doubtless, many other examples of the marble and granite work of Charles Hubbard Estabrook and his son Elwin.

The first Estabrooks were born in England; the first members of the family emigrated to America in 1660. Joseph Estabrook, who was born in Enfield, Middlesex, England, on August 19, 1640, was a divinity student at Harvard, from which school he was graduated as a minister in 1665. Thomas Estabrook, also born in Enfield, was graduated from Harvard in 1667 as a Professor of Science and Biology.

On June 28, 1983, Dorothea Adams, Carbondale, told me that her great grandmother, Hester Washburn, married Willard Estabrook, and that the couple lived in Gibson, PA, where the husband had a

blacksmith shop. The couple had one son (Hyland) and three daughters (Ethel, Angie, Beth). Ethel married William Coy Tiffany, who was a farmer at Hartford. Beth married George Pritchard, who ran the Hartford store; Angie married Bert Moore and they lived in New Milford. On September 7, 1983, Dorothea Adams fany, who used to work at Gentex, is a very distant cousin of mine. Somehow, about eleven generations ago, we are related. He looked so much like my father that you would have thought that they were brothers. The widow of William B. Tiffany lives at 42 Garfield Avenue. How, if at all, are Willard Estabrook and Charles Hubbard Estabrook related?

JEFFERSON BRANCH. On September 2, 1868, the managers of the Delaware and Hudson Canal Company entered into a contract with the Erie Railroad to build a line north from Carbondale to

connect with the Erie main line at Lanesboro Junction, just east of Susquehanna, PA. This line, the Jefferson Branch of the Erie Railroad, was completed and opened to traffic on October 28, 1870, when the first loads of coal rolled north out of Carbondale and on to Binghamton, where they were switched to the Albany & Susquehanna (which was under lease to the Delaware and Hudson Canal Company). The Erie's 34.6 mile Jefferson Branch was purchased outright by the Delaware and Hudson Company on January 1, 1955,

for \$3,500,000, at which time the Delaware and Hudson Company granted trackage rights to the Erie Railroad until the year 2015 over the former Jefferson Branch. An agreement similar to this 1868 agreement between the Delaware and Hudson Company and the Erie Railroad was entered into 21 years earlier between the Delaware and Hudson Canal Company and the Wyoming Coal Association, namely, the Delaware and Hudson Canal Company made an agreement, in 1847, with the Wyoming Coal Association to

transport their coal to market through the Delaware and Hudson Canal Company's canal. The Wyoming Coal Association soon grew into the Pennsylvania Coal Company, and, in March 1848, this company began to build a gravity railroad that was similar in design to that of the Delaware and Hudson Canal Company. The Pennsylvania Coal Company's Gravity Railroad had 22 planes. It extended from Port Griffith on the Susquehanna to Hawley (47 miles) on the Delaware and Hudson Canal Company's canal. Con-

struction was completed in the spring of 1850, and the first load of Pennsylvania Coal Company coal went down the Delaware and Hudson Canal Company's canal in May 1850. In 1855, over a million tons of coal were shipped through the Delaware and Hudson Canal Company's canal, with about one-half of this coal belonging to the Pennsylvania Coal Company. In 1885, the Pennsylvania Coal Company's Gravity Railroad was dismantled and a locomotive road was run through the valley to take its place.

Located at north end of Church Street

One-block section of Church St. had wide variety of business enterprises

By S. ROBERT POWELL

The stretch of North Church Street between the bridge over the Rackett Brook and the intersection of North Church, Belmont and Canaan Streets, as well as that intersection itself, are rich in history. Regarding the building that stands at 99 North Church Street (now occupied by Commercial Credit), we quoted in the NEWS, (August 17) Edith Gardner, Cemetery Street, who, on September 1, 1979, told Donald W. Powell "that Nick Moon used to have a blacksmith shop on this site, and that Thatcher & Avery's Candy Store and Finn's Ford Car Sales were later located in this building."

On August 22, former Carbondalian, Cy Grosvenor, Elmira, N.Y., wrote me a letter and stated that "Ms. Edith Gardner's statement about the Russell's Ice Cream Store at No. Church and Belmont Sts. is only partially correct." Mr. Grosvenor then offered the following amplification to the statement made by Miss Gardner:

"That a blacksmith shop was once located on the site is true. The business was operated in the street-level basement of a huge barn-like structure that extended to within 10 to 15 feet of Belmont Street. I don't remember the name of the proprietor of the shop, but I don't believe that it was Nick Moon. Nick Moon was the owner of a South Main Street meat market. I often took my sled to the blacksmith shop for repair."

"The statement that the Thatcher and Avery store was located on the site of the former blacksmith's shop is completely incorrect. The Thatcher and Avery store was in the building that faces Church Street, just over the bridge. A beauty parlor now occupies the street-level area in this building, the quarters in which the Thatcher and Avery store was located."

"Thatcher and Avery were the third proprietors of the ice cream parlor and variety store in the building still standing on North Church Street. Ed Becker was the long-time operator of the business, then known as the 'Wide Awake.' Ed, a short, bouncy man who wore thick glasses, was one of those persons who require little sleep. He kept the store open from early morning until late at night. When Ed purchased a diner and installed it on Salem Avenue next to the bridge he turned over the operation of the North Church Street business to his niece and her husband, Jessie and Bill Lacour. The Lacours operated the business until the building was sold to the Thatcher sisters, one of whom was married to Ray Avery, a D&H engineer."

"Becker's 'Wide Awake' was famous for its hot, buttered popcorn and hot roasted peanuts. A fan over the entrance door blew the tantalizing odors of the roasting peanuts and popping corn to the sidewalk. Few could resist those smells and Ed did a huge popcorn

and peanut business. He also carried in stock and immense selection of cigars. The many cigar smokers of those days could always find the brand they preferred among Ed's huge stock. In the days when Zira and Hassan were the two best selling brands of cigarettes, Ed was reputed to be the largest retailer of cigarettes in Carbondale. I bought my first pack there (Ziras). That was how many thousands of packs ago?"

"On the site later occupied by the Russell's Ice Cream Store, a narrow building fronting on Belmont Street was built, prior to World War I. This building was long occupied by the Wesley Saunders Barber Shop and a shoe repair shop. I was recently reminded of the many times I visited Wes' shop. During World War I, Wes subscribed to Leslie's Weekly, the picture magazine of those days. The pictures taken at the battlefront fascinated me. When I recently read 'The Woman He Loved,' the story of Edward VIII and Wallis Simpson, I saw in several of the pictures I'd first seen in Leslie's Weekly while sitting on the bench in Saunders Barber Shop, pictures of the then-young Prince of Wales touring the battlefront in France."

"Paul Gill (his sister, Peg, still lives in the family home on Maple Avenue) served his apprenticeship in the Saunders shop, as did 'Red' Fitzsimmons who later operated his own shop in Vandling. The northern part of the building was occupied by a shoe repairman, Emilio, an uncle of Jerry Grippo. When I'd take shoes to him, he'd give me the envelopes of letters he'd received from relatives in Italy. I'd soak of the stamps and add them to my collection. Once he gave me an envelope form which he hadn't removed the letter. The letter, written in Italian, had the salutation 'Caro Emilio.' That's how I remember his first name."

"The Saunders Barber Shop was heavily patronized. Many of the regular customers had their own shaving mugs, kept in a large rack. Most had the owner's name imprinted upon them. Since many of the shop's patrons were railroaders, pictures of steam locomotives predominated among the scenes on the mugs. The proprietor was also a justice of the peace."

"If an officer brought in a prisoner while Wes was working on a customer, Wes would finish the haircut or shave while the officer and prisoner sat and waited. When he'd finished, Wes would walk to a table in the corner, seat himself behind it, then motion to the officer. The policeman would then order the man in custody to stand before the Justice who would then read the charge against the prisoner. The results of these arraignments often were that the prisoner was remanded to the County Jail to await the convening of the Grand Jury. Witnessing these legal proceedings made a lasting impression upon me."

"Finn's Ford Sales was located in the remodeled barn, the former quarters of the blacksmith shop. A ramp was built between the end of the shoe repair shop and the wall of the Old Catholic Cemetery. Up this incline were driven the cars that were displayed in the second story showroom, in which large windows had been installed in the southeast corner. It was in this showroom that the first Model A Ford seen in Carbondale was displayed."

"Thousands visited the Finn showroom and marveled at Ford's new car: a Ford with a gear-shift-lever-operated transmission, four-wheel brakes, a gas tank in front of the windshield, and a water pump! After many years of the austere Model T, the Model A seemed luxurious. The story soon spread about town that Homer Finn had taken out the car and had done 70 MPH in it. That seemed almost unbelievable. Seventy miles per hour in a Ford!"

"The Ford agency was moved to the North Church Street address from the building immediately north of the Baptist Church. Shiny new Model Ts were once displayed in the area that is now Dr. Falbo's waiting room. Cars entered the building by way of a narrow alley between the building and the church. A turntable was installed at the entrance of the building. Cars were driven upon this turntable, given a quarter-turn, then driven into the building. The turntable is still there, buried under blacktop."

"A large amount of Carbondale history is contained in that short stretch between the Church Street bridge and the Belmont Street intersection. Across the street from the Saunders Barber shop, in the building that housed the Geary store, was Dave Griffiths' Meat Market that, after Mr. Griffiths' retirement, was operated for many years by Ted Quinlan, the long-time employee of Mr. Griffiths. In the central part of the building was the Jackson Grocery Store."

"On the corner of Canaan Street was the Swingle Barber Shop. Mr. Jackson sold his store to George Case. It was at the Case store that Ed Delaney and I, both avid baseball card collectors, purchased the slabs of caramel in the wrappers of which were enclosed the cards, for 1 cent each. I still have, mounted in a huge frame, 87 of the cards I bought at Case's. The Babe Ruth card now catalogs for \$115. Other rare ones in the frame are those of George Topoor, the first glasses-wearing athlete ever to play major league baseball, and Bill Wambsgans, the only player ever to make an unassisted triple play in a World Series game (2nd Baseman, Cleveland Indians, 1920 Series)."

Can any of our readers add anything to the information reported by Miss Gardner and Mr. Grosvenor about North Church Street and the intersection of North Church, Belmont and Canaan Streets?